

02/02/21 PC AGENDA SHEET

PEOPLE MOVER SYSTEM
(TITLE 30)

LAS VEGAS BLVD S/FLAMINGO RD

PUBLIC HEARING

APP. NUMBER/OWNER/DESCRIPTION OF REQUEST

UC-20-0547-CLAUDINE PROPCO, LLC, ET AL.:

USE PERMIT for a monorail (people mover system).

WAIVERS OF DEVELOPMENT STANDARDS for the following: **1)** not provide a franchise agreement concurrent with a special use permit for a monorail (people mover system); and **2)** reduce parking.

DESIGN REVIEW for entrance structures and a people mover system on 5.0 acres in an H-1 (Limited Resort and Apartment) Zone.

Generally located on the east side of Las Vegas Boulevard South and the north and south sides of Flamingo Road within Paradise. JG/TS/jt/ja (For possible action)

RELATED INFORMATION:

APN:

List on file.

WAIVERS OF DEVELOPMENT STANDARDS:

1. Not provide a franchise agreement concurrent with a special use permit for a monorail (people mover system).
2. Temporarily reduce parking for a convention and recreational facility/events center (Caesars Forum Meeting Center), the LINQ Promenade, and associated resort hotels (Flamingo, Harrah's, and LINQ) to 7,550 spaces where 8,056 spaces are required per Table 30.60-1 (a 6% reduction) and 7,700 spaces were previously approved per UC-18-0323.

LAND USE PLAN:

WINCHESTER/PARADISE - COMMERCIAL TOURIST

BACKGROUND:

Project Description

General Summary

- Site Address: N/A
- Site Acreage (approximate): 5
- Project Type: Monorail (people mover system)

Request

This request is for a people mover system that will operate mostly underground on the east side of Las Vegas Boulevard South extending to Koval Lane and the north and south sides of Flamingo Road extending from Kreuger Drive to Harmon Avenue, connecting several resort hotels. The private transportation system is considered a monorail per Title 30 standards; however, the system will operate with autonomous vehicles on paved routes within a single tunnel. Since this project is considered a monorail, a franchise agreement is required to be approved concurrently by the Board of County Commissioners with this application. However, this application includes a request to postpone the approval of the franchise agreement until prior to the construction of the project. Lastly, this application is for the alignment of the people mover system as well as conceptual plans for the below grade stations and surface level stations and access ramps.

Site Plans

The plans depict a proposed route alignment in a figure 8. Beginning and end of the route are in the southeast portion of the overall site, set back approximately 350 feet and 215 feet, respectively, from Koval Lane. The entrance and exit of the tunnel are also approximately 1,000 feet south of Flamingo Road. The entrance to the northern tunnel proceeds northwest underneath Flamingo Road and connects to the Cromwell Resort Hotel for the first stop. Proceeding counterclockwise, the route proceeds to stops at the following locations: Flamingo Resort Hotel, High Roller, Harrah's Resort Hotel, and Linq Resort Hotel. Proceeding south, the route alignment travels underneath Flamingo Road and connects to a stop at Bally's Resort Hotel. Continuing south, the route connects to Paris Resort Hotel, then travels east to a stop at Planet Hollywood, and then terminates back near the starting location. Vehicles will exit the tunnel above ground and then enter the tunnel again at the northern entrance to complete the loop.

A maximum of 150 parking spaces will be temporarily removed while the subsurface stations are constructed in existing parking lots at resort hotels. Upon completion, the stations will be decked, and the parking spaces will be replaced. Therefore, a waiver of development standards is included with this application to temporarily reduce parking to 7,550 parking spaces during construction.

Elevations & Floor Plans

Some stations will be subsurface and decked after they are constructed. Other stations will consist of inbound and outbound ramps from the tunnel to surface level parking and valet areas of the resort hotels. Subsurface stations will generally be 18 feet in height, 135 feet long, and 50 feet wide. Escalators will connect passengers from the subsurface station to grade. Inbound and outbound ramps will be 65 feet long and extend 10 feet above grade. All the tunnels have a 13.5 foot outside diameter and a 12 foot wide inside diameter for vehicle travel.

Signage

Signage is not a part of this request.

Applicant's Justification

According to the applicant, the project will provide a high capacity, underground transportation system for the public using zero-emissions, autonomous vehicles. This system will provide

quick, environmentally friendly and efficient movement of people within the Resort Corridor without disrupting activities occurring above ground.

Prior Land Use Requests

Application Number	Request	Action	Date
UC-18-0323	Convention and recreational facility with reduced parking for the LINQ, Harrah's, & Flamingo Resort Hotels and the LINQ Promenade	Approved by BCC	June 2018

Numerous prior land use applications are associated with all the project parcels; however, this application is related to the available parking, which will be impacted by the construction of the people mover system.

Surrounding Land Use

	Planned Land Use Category	Zoning District	Existing Land Use
North	Commercial Tourist	H-1	Venetian Resort Hotel
South	Commercial Tourist	H-1 & R-5	Commercial development, hotel, multiple family residential, & Top Golf
East	Commercial Tourist & Public Facilities	H-1	Commercial development, undeveloped, hotel, electrical power substation, & multiple family residential
West	Commercial Tourist	H-1	Caesar's Palace Resort Hotel, Bellagio Resort Hotel, Cosmopolitan Resort Hotel, & City Center Resort Hotel

Related Applications

Application Number	Request
UC-20-0546	A Project of Regional Significance and monorail (people mover system) connecting various destinations in and around the resort corridor is a related item on this agenda.

STANDARDS FOR APPROVAL:

The applicant shall demonstrate that the proposed request meets the goals and purposes of Title 30.

Analysis

Current Planning

Use Permit

A use permit is a discretionary land use application that is considered on a case by case basis in consideration of Title 30 and the Comprehensive Master Plan. One of several criteria the applicant must establish is that the use is appropriate at the proposed location and demonstrate the use shall not result in a substantial or undue adverse effect on adjacent properties.

Staff can support the use permit for the monorail (people mover system) and related stations and structures. The project will provide an alternative transportation option to connect several key destinations and resort hotels. Overall, the project will create economic, transportation, and environmental benefits, and staff does not anticipate any substantial or undue adverse effects on properties.

Waivers of Development Standards

According to Title 30, the applicant shall have the burden of proof to establish that the proposed request is appropriate for its existing location by showing that the uses of the area adjacent to the property included in the waiver of development standards request will not be affected in a substantially adverse manner. The intent and purpose of a waiver of development standards is to modify a development standard where the provision of an alternative standard, or other factors which mitigate the impact of the relaxed standard, may justify an alternative.

Waiver of Development Standards #1

Per Chapter 5.04 of the Clark County Code (Franchised Monorail Transportation Systems) and Table 30.44-1 (Monorail), a franchise agreement is required to be approved concurrently with the special use permit for the monorail. The applicant is aware that a franchise agreement will be required prior to the start of construction for the people mover system.

Waiver of Development Standards #2

The reduction in parking of up to 150 parking spaces is temporary for the construction of the subsurface stations. Upon completion, the stations will be decked, and the parking spaces will be replaced. In addition, once the people mover system is operational, traffic demand should be reduced with the addition of the alternative transportation option. As a result, staff does not anticipate any negative impacts and can support this request.

Design Review

The people mover system complies with several policies in the Comprehensive Master Plan. For example, Urban Specific Policy 28 encourages unique transportation opportunities; Policy 1 encourages growth patterns that reduce automobile dependence, support alternative modes of transportation, and reduce air pollution; and Winchester/Paradise Specific Policy 10 encourages both public and private transit systems in the Resort Corridor. As a result, staff can support the design review for the people mover system, stations, and related structures.

Staff Recommendation

Approval. This item will be forwarded to the Board of County Commissioners' meeting for final action on February 3, 2021 at 9:00 a.m., unless otherwise announced.

If this request is approved, the Board and/or Commission finds that the application is consistent with the standards and purpose enumerated in the Comprehensive Master Plan, Title 30, and/or the Nevada Revised Statutes.

PRELIMINARY STAFF CONDITIONS:

Current Planning

- Approval of franchise agreement by the Board of County Commissioners is required prior to construction.
- Applicant is advised that land use applications may be required for changes to the alignment and the final design of stations; a substantial change in circumstances or regulations may warrant denial or added conditions to an extension of time; the extension of time may be denied if the project has not commenced or there has been no substantial work towards completion within the time specified; and that this application must commence within 2 years of approval date or it will expire.

Public Works - Development Review

- Provide Public Works the information for the monorail (people mover system) including tunnel system profile, tunnel(s) cross section, public right-of-way utility location investigation, and general cross sections and plans of the system stations and the applicant will be required to address regulatory procedures for subsequent permits for building the entire system;
- Applicant to execute Revocable License Agreements to address all right-of-way issues that include, but may not be limited to, non-standard improvements and the construction, operation and maintenance of the monorail (people mover) and tunnel system, dewatering, underground utilities, and sensor monitoring of storm drain facilities subject to separate approval by the Board of County Commissioners (BCC);
- Revocable License Agreement for non-standard improvements to include a Decommissioning Plan for work within the right-of-way;
- Land use application, required permits, and work are subject to BCC approval of the above stated Revocable License Agreements, no permits within the public right-of-way will be issued until all right-of-way issues are addressed, including the execution and BCC approval of the above-stated agreements;
- Applicant shall coordinate with utilities and franchisees for work within the right-of-way;
- Applicant shall obtain written consent from the Las Vegas Valley Water District and Clark County Water Reclamation District and any other utility identified as a direct conflict with the monorail (people mover), to be determined by Clark County Public Works;
- Coordinate with Public Works - Traffic Management Division.
- Applicant is advised to coordinate with the District Attorney's Office and Clark County Public Works for negotiation of the above stated agreements.

Building Department - Fire Prevention

- The tunnel system must be designed to comply with NFPA 502, *Standard for Road Tunnels, Bridges, and Other Limited Access Highways* (2020 Edition);
- The stations must be designed for compliance with the 2018 IBC, including accessibility, as well as Chapter 5 of NFPA 130, *Standard for Fixed Guideway Transit and Passenger Rail Systems* (2020 Edition);
- Accessible access required at all stations, and other locations, as appropriate;

- Building, Fire and ATS permits required to be obtained;
- Project Phasing, for construction & operations, needs to be approved by Building & Fire Prevention;
- Emergency exits & smoke control venting system to be located in locations and in a manner that does not create other hazards;
- Settlement and vibration monitoring required when on private property and passing within 50 feet or beneath an existing structure;
- Overall project layout drawing and the drawing submitted with UC-20-0546 do not match as they show the project as a stand-alone project, and they later show it integrated into the larger project;
- To avoid future issues, the design needs to be for ultimate operational condition (i.e. autonomous vehicles, types of vehicles, passenger volume etc.) to assure that inclusion at later date is not prohibited if the approved design did not account for these;
- Emergency personnel access and operations, including entry locations, emergency communications, and fire protection features, must be in compliance with the Clark County Fire Code;
- Smoke removal systems and equipment, fire protection water supply, water removal, special rescue equipment and procedures, and any modification to surface infrastructure (i.e. relocation of fire hydrants and location of emergency egress points) are some items that the design must address.

Clark County Water Reclamation District (CCWRD)

- Applicant is advised that the CCWRD has existing sanitary sewer infrastructure within the project boundaries; please continue coordination efforts as project progresses; the CCWRD requires submittal of civil improvement plans for review and approval by the CCWRD; you may find instructions for submitting a Point of Connection (POC) request on the CCWRD's website, if a POC is required; during plan review, all CCWRD public sanitary sewer facilities that are found to need relocation or abandonment to accommodate the developer's project shall be done at the developer's expense; any new relocation of sewers, along with the granting of any needed sanitary sewer easements, shall be constructed and flows diverted into the new relocated facilities prior to the old sanitary sewers being removed; and that to protect the integrity of CCWRD sewers, PRE and POST construction CCTV of CCWRD sewers may be necessary for sewers in close proximity to the developer's project.

TAB/CAC:

APPROVALS:

PROTESTS:

APPLICANT: JANTIEN SHIZURU

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